

CLASSIFICATION **SECRET**COUNTRY East Germany REPORTTOPIC Erfurt-Bindersleben Airfield

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EVALUATION _____ PLACE OBTAINED _____

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DATE OF CONTENT _____

DATE OBTAINED _____

DATE PREPARED 5 October 1955

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Erfurt-Bindersleben airfield between 9 and 15 July 1955:
9 July. At 1100, a formation of four MiG-15s with auxiliary fuel tanks crossed over the town of Erfurt and then landed individually at Bindersleben airfield. Compared to MiG-15s, the following differences were identified: The tail was cylindrical, painted darker than the other portion of the fuselage and longer than that of a MiG-15 tail. The trailing edge of the rudder assembly faired into the upper edge of the fuselage forming a curve to the fore. The sweep-back of the leading edge of the wings changed slightly from the mid-point of the wing. The engine of the MiG-17 produced a lower pitch sound than that of the MiG-15.¹ The MiG-17 approached for landing from a considerably longer distance than the MiG-15.²
10 to 15 July. There was no air activity.
13 July. At least 4 MiG-17s and 4 to 6 MiG-15s were stationed at the airfield.
2. No changes were observed on buildings, AA guns and radio installations at Erfurt-Bindersleben airfield.
3. The following air activity and aircraft were observed between 18 and 30 July:
18 July. At 1130, 4 MiG-17s without auxiliary fuel tanks landed at the field.
19 to 22 July. There was no air activity.
23 July. Between 1330 and 1410, 4 MiG-15s, U-MiG-15s, or MiG-17s practiced formation flying.
24 July. There was no air activity.
25 July. Between 1000 and noon, 4 Il-10s practiced formation flying. After having been aloft for 30 minutes each, the aircraft landed, presumably for refueling purposes.
26 to 28 July. There was no air activity.
26 July. 8 MiG-15s, U-MiG-15s, or MiG-17s were parked in front of the flight control station and 8 to 10 Il-10s were observed.
29 July. In the afternoon, one formation of four Il-10s made three flights, each of 40 minutes duration. The same number of aircraft was observed as on 26 July.
30 July. At 1520, one element of two Il-10s landed.
4. No changes were observed on radio installations.
5. On 26 July. five tank trucks were observed on the northeastern edge of the airfield. It was learned, that tank trucks passed through Marbach and headed toward the airfield several times daily.

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6. At 1300 on 8 August, no sentries were observed at the airfield boundaries. Three caterpillar tractors, which presumably were involved in leveling work, were observed in front of the solid shed just behind a dam at the Bindersleben-Peterborn road.

A number of larger tents were seen in the middle of the airfield. For from a distance, these tents seemed to be round and large enough to serve as aircraft hangars. Two radio trucks were parked at the western portion of the field. A radar screen was observed on the roof of one of the trucks. Antennas had been erected near the radio trucks. Six to 8 MiG-15s, U-MiG-15s, or MiG-17s were parked behind the radio trucks. There was no air activity.

7. On 12 July, tank truck [] moved from Erfurt toward Bindersleben airfield. Truck [] were seen at Arnstadt on 15 July. Truck []

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1. Comment. The differences between MiG-15s and MiG-17s have been confirmed.

2. Comment. This observation indicates that the pilots of the MiG-17s are not as familiar with the MiG-17 as with the MiG-15. The landing speed of the MiG-17 is considerably higher than that of MiG-15s.

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3. Comment. This is the first report contents of the type []

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FLASH--30

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